been at ached to this squadron, returned to the United | country, I esteem it now only necessary to remark that, States by way of Cape Horn, in the month of June.

nanna, which is one of the new war steam The Susquehanna, which is one of the act of Congress of the ers built under the provisions of the act of Congress of the 3d of March, 1847, sailed from Norfolk in June last, by way of Rio de Janeiro, conveying to that place his excellency M. Macedo, late Minister of the Emperor of Brazil to this country, the Hon. R. C. Schenck, United States Minister Plenipotentiary to Brazil, and the Hon. J. S. Pendleton Chargé d'Affaires to the Argentine Republic. She arrived at Rio de Janeiro with some derangements in her machinery and equipments, but these were repaired without much delay, and when last heard from she was about to depart, by way of the Cape of Good Hope, for her ultimate destination. A favorable impression for our inte-rests and commerce is expected to be created in the pecu-liar countries of the East, by the addition of this new and well-appointed steam-frigate to our squadron in that re-

The steamer Michigan, Commander Bullus, has continued to cruise on the Upper Lakes, for the protection and assistance of our trading vessels in those waters, and has, on several occasions, furnished important assistance to the oivil officers in arresting and bringing to justice combina-tions of persons charged with offences against the laws of the United States.

In this review of the sea-service of our cruisers, I have the satisfaction to announce that in all quarters of the globe their reception and treatment have been not only re-spectful, but cordinl; and that not merely the interests of commerce, but international peace and friendship are likely to be promoted by these visits of our armed vessels and

pedition proceeded in the direction where, in the opinion of the best-informed officers, the missing navigators are to be sought, and on which the traces in question were found. Though failing in the main object of their search, Lieut. De Haven and his officers verified, by their explorations, many facts before unknown to science, but indi-cated in the course of the investigations carried on at the Naval Observatory, concerning the winds and currents of the ocean, and to which reference was made in the in-

structions for the expedition.

In this expedition the officers and men were all volunteers. In its prosecution they encountered the greatest dangers and hardships. To mention a single example: their vessels were caught by the ice, and frozen up in the open sea. In this perilous situation they were confined for nine months, and drifted to and fro in the ice for more than a thousand miles. By the skill of the officers and the mercy of a superintending Providence, they were released from their cold imprisonment, and restored to their coun-try and friends; not a man having been lost on the expedition. They have received no other pay than would hav been their due on a cruise to Naples or the Levant, and I respectfully suggest that they be allowed the same pay and emoluments that were granted to those in like positions in the late Exploring Expedition to the South seas. Mr. Henry Grinnell, the owner of the vessels employe by Lieut. De Haven, has generously offered them for another cruise in search of Sir John Franklin, should

Congress think proper to authorize a second expedition.

The act of Congress of March 3, 1849, authorized the employment of three small vessels of the navy in testing new routes on the ocean pointed out by the Superintendent of the Observatory on his wind and current charts, and in collecting information to enable him to perfect those charts. After the return of the brig Dolphin, as already mentioned, she was fitted out and detailed on this service, under the command of Lieut. S. P. Lee, an officer of great experience and intelligence as a surveyor and hydrographer; and in-teresting and valuable results are expected from the cruise. At the instance of the Executive Committee of citizens

of the United States desiring to send forward specimens of the productions of American genius, skill, and labor to the great Industrial Exhibition in London this year, the frigate St. Lawrence was, with the approbation of the President, dispatched thither from the port of New York, under the command of Commander Sands, to transport the articles for exhibition, free of charge. It is hoped that the triumphs of our countrymen in the competitions for prizes, in the inventions pertaining to agriculture alone, fy the countenance and liberality thus shown to them by the Government. On her return, the St. Lawrence con veyed our Chargé d'Affairs in Portugal from Southampton to Lisbon; and in the ports both of England and Portu-gal was received with demonstrations of respect and hos-

The number of officers of the navy employed during the present year on the coast survey was ninety. Hav ing communicated to Congress at its last session my opinion that, in consideration of the nature of this work. and the connexion of the officers of the navy with it, the public interests would be promoted by the transfer of its conduct and supervision to this Department, I have but to repeat the conviction then expressed, as streng by more mature consideration.

In pursuance of the intention expressed in my last an nual report, a board of engineers of the army was, at my nual report, a board of engineers of the army was, at my request, detailed to make a survey and examination of the Memphis navy yard, with a view to overcome a difficulty which had been encountered in finding solid foundations for the buildings of the yard. The report of this board, of which a copy is appended, affords an interesting discussion of the question involved, and will merit the attention of Congress.

The large stone dock at the Brooklyn navy yard, which

has been ten years in progress, was so far completed, with all its appendages, in August last, as to be surrendered up to the commandant of the yard. Its entire cost, as shown in the report of the Chief of the Bureau of Yards and Docks, has been \$2,146,255.36.

The floating sectional dock, basin, and railway at Philadulation by Misseries been reported as ready for delivery

ladelphia has likewise been reported as ready for delivery, but, owing to the want of sufficient depth of water ry, but, owing to the want of sumcient depth of water immediately adjacent to the basin, the experiment required of raising a vessel for the purpose of testing these works could not be made. Dredging operations are now going on to remedy this defect, and the test is expected to be made within the month of December.

The floating balance dock, basin, and railway at Portsmouth, New Hampshire, is also expected to be finished

and tested within a short time thereafter.

and tested within a short time thereafter.

The balance dock, basin, and 'railway at Pensacola has not progressed as rapidly as was expected, and may not be in readiness for delivery before the ensuing summer.

Agreeably to the act of the last session of Congress, a modified contract was entered into with Messrs. Dakin and Moody, and Gilbert and Secor, for the construction of a flusting sectional dock on the have of Sectional dock on the last section doctors. of a floating sectional dock on the bay of San Francisco. to be completed and delivered for the sum of \$610,000. This work is understood to be in a course of speedy execution, the contract requiring its completion in two years from the month of May last. Its precise location cannot be determined until the selection of a site for a navy yard on the waters of that bay, for which purpose a com-mission will be sent out early in the ensuing spring. It will be necessary to provide a pier or basin to render this dock capable of use. The location of the dock having not yet been determined, the Department postpones the question of preference between these two structures until the report of the proposed board shall be received and full local information obtained.

It being generally expected and desired by the owners of American merchant vessels that the use of the dock in question shall be allowed for the repairs of such vessels, when not required for ships of war, it is proposed that Congress shall determine the proper regulations for the purpose, and direct whether the dock and fixtures shall be leased with that view, or whether the Government shall carry on the work, through its own agents, and on what

The necessity of a navy yard and station on that coast The necessity of a navy yard and station in the second is so obvious, as well to secure and work the dock, as for general naval purposes in those waters, as to need no illustration. I therefore recommend that Congress shall authorize such an establishment there, and make adequate

appropriations therefor.

According to the authority conferred on the Department, and an appropriation of a sum not exceeding \$80,000 for that object, a contract was concluded with Messrs. Wells and Gowan, of Boston, to remove the wreck of the steam-frigate Missouri from the Bay of Gibraltar, for the sum of \$59,000. Security was taken for the ful-

for the sum of \$59,000. Security was taken for the ful-filment of the contract, and the contractors are engaged in the work, with no doubt, on their part, of success. Of the four war steamers, rated as frigates, directed to be built by the act of Congress approved March 3d, 1847, the Saranac was put in commission during the last year; the Susquehannah and San Jacinto during the present; and the Powhatan remains unfinished. Measures have been taken to expedite the completion of this vessel, and it is now expected that she will be ready for sea in the course of the ensuing spring. The Fulton and Alleghany, steamers of the first class, have recently undergone extensive alterations and repairs, and are each nearly prepared for service; and steps have been taken to rebuild the Princeton as teacher also of the first class.

Princeton, a steamer also of the first class. Princeton, a steamer also of the first class.

The steam-frigate Mississippi, in her long cruise of near two years and a half in the Mediterranean, underwent no repairs, except such as were effected on board, but yet retained her entire efficiency as a man-of-war; and the general conduct and management of the vessel and her crew reflects the highest credit on her commander. She will

while I do not concur in the policy, sometimes advoca that the United States should apportion their naval ves and force to those of the navies of the principal nations of Europe, with which, by possibility, they may have collithe aids afforded by science and experience in the improve-ment of our naval establishment, and at the same time en-

ment of our naval establishment, and at the same time enlarge our capacities for increase to any needful extent, whenever the public exigencies shall require it.

In every thing pertaining to the building, armament, and equipment of vessels of war, the scrutinizing and active mind of the present age has not been idle. Merchant vessels of large draught have been recently built and rigged in our country, which have sailed, by the force of the winds alone, one thousand statute miles in three days, and with an appropriate to the like rate of speed in long voyages. with an approach to the like rate of speed in long voyages. Improvements and discoveries in ordnance and gunnery have been introduced, by means of which, in the opinion of well-informed officers, a ship of inferior rating, say of 32 guns, may be so built and rigged and armed as to prove more than a match for the stoutest line-of-battle ship of the old construction and armament. How far the power of steam may be added to increase the superiority of the modern vessels in speed, destructiveness, and other points of a man-of-war, is also a fruitful theme of speculation and experiment.

with these improvements, whether fully realized or only in prospect before our eyes, it were vain to rest con-tent with the old models and armaments and appliances of vessels which, however excellent in their day, may have been superseded by more recent inventions. While, there-The expedition under Lieut. Com'g De Haven to the Arctic seas, in search of the British commander, Sir John Franklin, and his companions, returned to the port of New York in October, having discovered only supposed traces of the objects of which it was in quest, and leaving in entire uncertainty their actual fate. The vessels of the Ry. of the age. It has been suggested, as a matter of economy, that such experimental ships be built of white oak instead of live oak, that being the cheaper material, and

instead of live oak, that being the cheaper material, and generally used in merchant ships.

In illustration of one of the improvements in war steamers, it is represented to the Department that the boilers of the Mississippi, planned fifteen years since, and with the best intelligence of that day, may be reduced nearly one-half in their dimensions and weight, and at the same time made to double the power of the vessel, with about the same expenditure of fuel as at present. The letter of the engineer, discussing in detail this particular improvement, and its recommendation on the score of economy, is herewith submitted. s herewith submitted.

I therefore recommend that authority be given to build every year two new vessels—one sail and the other steam—upon such models as shall be approved, and as old vessels may be found unserviceable from fault of model or other cause, they may be sold or broken up.

In this connexion, I invite the favorable consideration

of Congress to the recommendation of the Chief of the Bureau of Yards and Docks, that machinery be erected in one or more of the navy yards of the country for the building of steam engines and construction of war steam ers complete.

A class of small vessels is much wanted to give employ

nent in command to senior lieutenants, many of whom are kept in long and tedious inaction before their promotion to commanders, and would be highly useful as cruisers, es-pecially those propelled by steam, by reason of their abili-ty to penetrate into harbors and rivers inaccessible to ships f larger class. Having, also, in my last annual communication, presen

Having, also, in my last annual communication, presented for the consideration of Congress propositions to reduce
the number of officers in the grades of captain, commander, and lieutenant of the navy, I beg leave respectfully
to refer thereto for the review of the officers in those
grades, and the commands and employments to which
they may be called in the present state of the service.
While the number in these grades might be appropriately
reduced, it is worthy of consideration whether the number
of mesters should not be sularged and the grade of second of masters should not be enlarged and the grade of secon ieutenant established.

Although a master is recognised as a necessary office on board of every vessel in commission, and at every navy yard, to seventy-six vessels and eight navy yards, there are borne upon the register the names of but thirty mas-ters, and of these nineteen are out of the line of promotion, and many of them are superannuated or otherwise incapacitated for duty at sea. If the number of masters were raised to fifty, exclusive of those not in the line of promotion, (who must needs be removed by death in the promotion, (who must needs be removed by death in the course of a few years.) and the grade of second lieutenant interposed between them and that of first lieutenant, all of which could be arranged without adding to the number of officers below the rank of commander, now in service, it would not only be an improvement in the proportions of the different grades, but would exert a cheering influence on the younger officers, who are now doomed to linger in the inferior grade of passed midshipmen until the ardor of routh is passed and professional distinction has lost much

of its attraction. of its attraction.

The series of promotions held out to a naval officer, compared to that in the army, is exceedingly limited, without taking into the account brevet rank, with which And these additional grades cannot but be regarded as new objects of hope, and new incentives to ambition, among the aspirants in the naval service. For reasons similar to the foregoing, as well as others of great cogen cy, I repeat the recommendation formerly made, to ele-vate the ranks of the service by legalizing that of commodore, and establishing two offices of rear admiral. As a reward for the gallant conduct of some of those survivng veterans, who, more than a third of a century ago, illustrated our arms in conflicts on the ocean, and as a stimulant to others to emulate their example, these superior ranks would be graceful distinctions on the part of the Government; and the position we occupy among the naval and commercial powers of the world renders their immediate recognition a matter of undoubted policy. With one such officer employed near the head of the department in Washington, in the disposition and supervision of the personnel of the navy; and the other stationed at San Francisco, with power to issue orders to our squadrons in the Pacific and China seas, as well as to all officers residing west of the Rocky Mountains, subject to general direc-tions and supervision from the Department, much it is believed could be effected in giving promptness and vigor to the service in the remote regions of the world; in imparting to it uniformity and system, and in relieving in-ferior officers from difficulties and responsibilities arising

rom unforeseen events. I also most earnestly renew the recommendation to establish a retired list, to which officers may be transferred on reduced rates of pay, who may be invalided, from tir to time, on account of superannuation or other cause. If it be objected that this would burden the treasury with a new class of pensions, the answer is, that the evil already exists; the question being between full and half pay, or even a lower rate: between denying to the vigorous, the willing, and aspiring, who perform the duties and must constitute our reliance in time of danger, the positions and emoluments in which they may improve their talents and extend their usefulness; and retaining and promoting, as of the effective force, all who have been admitted into the service, without reference to intervening disabilities or disqualifications. No reform is of greater moment, as regards the efficiency of the navy, and none can be more

briously just. The disputed questions of rank between the sea officers and civil officers of the navy, and between the several grades of officers of the army and navy, and the reports of the the boards of officers summoned to consider these ques-tions, were brought to the attention of Congress in a special communication at the last session, and are again re-

commended to its consideration.

Perceiving that the laws for the government of the navy, passed more than fifty years since, were defective and unsuited to the present state of the service, I have caused them to be revised by a board of officers, with instructions to prepare proper amendments and additions, and am prepared to transmit their report for the examiand am prepared to transmit their report for the exami-nation of Congress, and respectfully recommend that the eode therein proposed be taken as a basis of legislation on this subject. Or, if there be no disposition to adopt the report in general, it will be found to be highly neces-sary to accommodate the law to the new condition of af-fairs arising from our settlements on the shores of the Pacific; the ports of California and Oregon being now within the United States.

To require orders to issue from Washington, even for

To require orders to issue from Washington, even for convening a court-martial in the Pacific to try any officer or seaman and for summoning witnesses, must greatly delay and embarrass the enforcement of discipline. Yet it is only the commander of a fleet or squadron "acting out of the United States" who has power to order such courts, and approve or disapprove their sentences. This is cited, however, as but a single instance of the want of adaptation of the present naval laws to the actual state of a fourth, which was accepted for temporary service, the

But the most material defect in our naval code is that But the most material defect in our naval code is that occasioned by the failure to provide any punishment, by way of substitute, when corporal chastisement was abolished. To supply in some degree this deficiency, I presented and recommended at the last session of Congress a substitute proposed by a board of officers, to whom the subject had been referred. In the present state of the law there is no power to inflict any punishment, except confinement in irons, or without, unless by the sentence of a court-martial. Such court must consist of not less than five nor more than thirteen commissioned officers. than five nor more than thirteen commissioned officers, and be ordered by the President of the United States, and be ordered by the President of the United States, reflects the highest credit on her commander. She will be transferred to Philadelphia, for the purpose of testing the dock at that navy yard, and to undergo such repairs and improvements as may be found necessary.

Having taken occasion a year since to review the legislation of Congress in reference to the gradual increase of the navy, and to demonstrate that no system of naval policy had been adopted defining the number and description of ships suppessed to be required by the wants of the single ships are dispatched on distant.

service, and are often separated from the flag ship and from home for many months, it is apparent that the delay of justice, the accused being meanwhile in confinement, is a serious grievance to him. But when it is remembered From which deduct special objects - 2,684,220 89 that the ends of punishment on shipboard are not mere for the sake of example and reformation, but to secure for the sake of example and reformation, but to secure a faithful and specific execution of the contract of enlistment with the Government at the very time when duty is required, and to protect the rights of the dutiful, the honest, the peaceful, and orderly, any punishment, to be effectual, must be speedy and certain. Confinement is ordinarily a means of securing the accused from escape, and of preventing a repetition of positive wrong; but to obstinate, indolent, or vicious men, some of whom will obstinate, indotent, or victous men, some of whom win perhaps be found in every ship's company, notwithstand-ing any precautions of enlistment, it is not a sufficient remedy to enforce the performance of positive duties. In civil life no provision is made by law for the specific fulcivil life no provision is made by law for the specific fulfilment of contracts or duties, except in a few equitable cases, where the time of performance is not material. The only remedy for failure in all others is by indemnification in money, to be awarded by courts of justice held at periods regulated by the convenience of the community. In military affairs, at sea or on land, it is far otherwise. Time as well as alacrity in performance are of the very essence of the contract, and upon them may depend the safety of the ship and her company from disaster at sea, as well as the honor of her flag.

Again, theft, unlawful violence, and other wrongs must be kept under wholesome restraints, by the terror of

be kept under wholesome restraints, by the terror of punishment at sea as well as on shore. But a public ship punishment at sea as well as on shore. But a public ship carrying no superfluous men, the service cannot, without injury, spare from daily duty those who commit offences during the time necessary for their punishment by im-prisonment, even if that were the appropriate punish-ment, to say nothing of weakening the ship's company by this process, and the imposition upon good men of Houble duty and the menial service of waiting on offenders while thus impresented.

thus imprisoned.

thus imprisoned.

The consequences of the change have been thus far detrimental to the service, and it is apprehended will become more serious unless speedily remedied.

When vessels arrive in port, after a cruise, it is found impossible to keep the men on board until a proper muster, exercise at quarters, and inspection have taken place, which are the means adopted to ascertain whether officers have done their duty in keeping their ships and crews in effective condition. And, independently of numerous cases of delinquencies overlooked or disposed of by discharge, honorable or dishonorable, there have been nearly one hundred trials of enlisted men by courts-martial since the passage of the law in question.

the passage of the law in question.

These details are exhibited not to contravene the policy of the Legislature, but to demonstrate that the experiment of the abrogation of whipping cannot be effectually tried until Congress shall prescribe some substitute. Whether this shall be by the adoption of the system recommended by the board of officers above referred to, previding that courts-martial may be ordered by each officer in command of a ship, and summarily held to determine guilt, and then graduating punishments as therein stated, as well as holding out rewards, or by some other and more approved method,

referred to the determination of Congress.

The buildings of the Naval Academy at Amapolis ar The buildings of the Naval Academy at Amapolis are in the course of completion, under the appropriations made at the last session of Congress, and the sloop-of-war Preble has been attached to the academy as a practice ship for instruction in practical seamanship. After the examination in June the pupils of the institution were embarked in this vessel, and proceeded on a cruise to our Northern boundary, and thence, touching at the principal ports of the United States between Portle and the ports of the United States, between Portla ad and the Capes of Virginia, returned in the latter part of Sep

On a revision of the regulations, it was determined On a revision of the regulations, it was determined to make an important change in the plan of education here-tofore approved. This consists in requiring a continued course of study of four years at the academy, without going to sea, except that the vacation of three months in each year is spent in a cruise in the practice ship, the former course requiring two years at the academy, three at sea, and then two more at the academy. A class of fifty acting midshipmen was admitted in October last, and will constitute the first class to which this new system will apply. It is now be dieved that, for all the purposes of naval education, the needemy affords advantages comi of naval education, the academy affords advantages equato those for military ducation at West Point, and under the efficient command of the present superintendent, Commander Stribbling, it is hoped that these advantages will e fully realized.

The report of a Board of Examiners, appointed, according ng to regula dons, to superintend the examination of cal-lidates for promotion and the general state of the act-lemy, in October last, is herewith transmitted.

With great deference to the opinion of Congress, I again suggest that it is highly expedient and proper to allow the appointment of ten midshipmen, to be made "at largy" by the President in analogy to the regulation respecting cadets in the Military Academy, over and above those ipnal districts.

portioned among the Congressional districts.

The Naval Observatory and hydrographical office have been in active and vigorous operation during the year. published and already laid before you. The wind and current charts planned by Lieutenant Maury, the Super-intendent of the Observatory, and prosecuted under his direction with much industry, are being extended to the Pacific and Indian oceans. This work is viewed with great interest and satisfaction by our sea-faring commu-nities, and all those interested in the safe and speedy navigation of the ocean. It has materially shortened th navigation of the ocean. It has materially shortened the passage along the highways by which our commerce passes into and through the southern hemisphere, bringing the ports of those distant parts of the world some ten days and some several weeks nearer to us than before. A letter from the Superintendent of the Observatory, which accompanies this communication, states the important fact that vessels sailing from the Atlantic to the Pacific ports of the United States with the instructions afforded by these aboves make the verses in forty days less appears. by these charts, make the voyage in forty days less, upon the average, than those sailing without them: and that there is reason to hope the time may be still further

The expedition for astronomical observations at Santiago de Chili appears, from the reports of Lieutenant Gilliss, to have been actively conducted, and will probably be brought to a close in the latter part of the next year.

The Nautical Alamanac, under the superintendence of Lieutenant Davis, is also in a satisfactory state of pro-

Lieutenant Davis, is also in a satisfactory state of progress, and the first publication of the work may be expected to be made in the course of the next fiscal year.

The commission appointed to examine condensers for supplying the boilers of marine engines with fresh water has not yet completed its labors, as will appear from the letter of the commissioners hereto appended. It is, however, promised in this communication at an early day.

The further experiments of Professor Page on the application of electro-magnetism as a motive power in mechanics will be found in his report, which is subjoined.

The last experiments of Professor Espy in meteorological observations, under the appropriations heretofore made, and his expectations in respect to the completion of his labors, are set forth in his letter, which is annexed.

My predecessor brought to the notice of Congress in

My predecessor brought to the notice of Congress in his annual report, dated December 1, 1849, the contract of Mr. Robert L. Stevens for building a war-steamer to be shot and shell proof, which he considered to have been ndoned by the contractor, and no longer obligatory or the Department, unless re-affirmed by new legislation. Acting on this decision, I directed certain materials for this steamer which had been purchased with the means of the Government to be sold; but, at the request of Mr. Stevens, suspended the order until he should have further

opportunity to submit his case to the decision of Congress; and it is therefore commended to early consideration.

The line of mail-steamers between New York and Liver-pool continues to be highly successful in the speed of its voyages across the ocean; and the Postmaster General has notified this Department that he deemed it expedient to increase the service of this line to twenty-six trips in the year instead of twenty; in other words, to one trip the year instead of twenty; in other words, to one trip every fortnight, at an increase of pay pro rata upon the present compensation. The subject will be by him pre-sented to the consideration of Congress.

The number of steamers on this line, at this time, is

four only, a fifth being stipulated for in the contract with

Under the provisions of an act of the last session of Congress to that effect, the officers of the navy who had acted as watch officers on this line have been withdrawn from it with the consent of the contractors.

Since the last annual report from this Department, two steamers, the Ohio and the Illinois, have been inspected and received on the line between New York and Chagres. The mail service on this line is performed regularly in three steamers, built and completed according to contract, and

contract requiring five.

The Pacific Mail Steamship Company, owning the line between Panama and San Francisco and Astoria, have added to their line a new steamer called the "Golden Gate," making six in all, and have fulfilled their contract, in the number of vessels and the performance of service, to the date of the last settlements. According to the provisions of the act of Congress at the last session, in conjunction with the Postmaster General, I entered into a new contract with this company for a semi-monthly in stead of a monthly service on this line, at seventy-five per centum per annum upon the old rate of compensation, and also allowed a compensation for semi-monthly service performed prior to the contract, according to the directions of the said act: the latter subject being left open for further consideration, upon the production of further evi-

Leaving for the support of the navy and \$5,856,472 19 year being The sum estimated for special objects la

\$2,210,980 00 And it will be seen that there is an excess in the present estimate, over and above that sum, of \$473,240.89, which is occasioned by the addition of pay for increased service to the Pacific Mail Steamship Company, directed by the act of the last session of Congress; the completion of the dry dock in California, and some additions, under the head of improvement in navy yards, buildings, and machinery. To these must be added such amounts as may be appropriated for a pier or basin to be appended to the dock in California, and a navy yard on that station, if Congress shall concur in the recommendation for that Congress shall concur in the recommendation for that

I avail myself of this connexion to repeat the recommendation contained in my last annual report, that the appropriations for the support of the Navy and Marine corps be separated from those for permanent improvements in navy yards and objects of a fixed and local nature, and more particularly from those for the mail steam service and all other extraordinary objects.

The total amount drawn from the Treasury during the fiscal year ending the 30th of June, 1851, as shown by the statement of appropriations for the rayal service prepared.

statement of appropriations for the naval service prepared by the Second Comptroller of the Treasu-

From which deduct repayments And there remains the sum of

of this sum there was expended for special

Leaving as the true expenditure for the navy and marine corps - \$5,885,779 20 The unexpended balances in the Treasury of the appro-

is impossible, by any inspection which can be adopted, to prevent imposition in this most essential of all articles of food. During the last two years a quantity of bread has been condemned as unfit for use, nearly equal in the amount of its cost to the value of such buildings and fixtures as will be required for this establishment

the law requiring supplies to be furnished on contract with the lowest bidder, and to vest in the Department s discretionary power to change the navy ration, in view of the scientific discoveries of the day, by which vegetables of various kinds may be prepared and preserved for any

I respectfully advise the repeal of the act of the last resion prohibiting commutation in money for stopped ra-tions. The amounts which in this way passed into the hands of the seamen allowed the purchase of other arti-cles of food than those embraced in the ration, and de-sirable if not essential to health and comfort. The prohibition in question was improvidently recomm

The recommendations of the Chief of the Bureau of Medicine and Surgery for the investment in productive stocks of the navy hospital fund, and for retiring from the list of effective surgeons all the officers of that corp. who are permanently unfitted for duty, and supplying their places by new appointments, a provision required i

The commandant of the marine corps, it will be observed, has asked for an appropriation to commence the rebuilding of barracks for that corps at the various stations, and the subject is commended to the consideration of Congress. If approved, estimates of the cost will be prepared and submitted in due season.

My experience in this Department induces me to recommend the establishment of an additional bureau, to be termed the Bureau of Orders and Discipline, to which the designed the communication of orders and in-

shall be assigned the communication of orders and in-structions touching naval service and discipline, and the receipt and preservation or distribution of returns and reports pertaining to the same, in analogy to the duties required of the Adjutant General's office in the Depart-ment of War. It would relieve the head of the Department from much labor which is merely clerical, belonging to routine duty, and ensure important benefits to the service. With it should be connected the office of judge advocate general of the navy, similar in its functions and duties to the judge advocate general of the army. Such an officer, with proper professional qualifications, is highly essential to give accuracy, uniformity, and precision to the administration of justice and discipline, and has become almost indispensable, since the alteration of the law already mentioned, which has occasioned the necessity for the trial of so great a number of enlisted men by courts martial. The proposed bureau could be organized, it is supposed, without any material addition to the exit is supposed, without any material addition to the penditure now incurred in this branch of the service.

teamers at New York and New Orleans we have accounts from San Francisco to the 1st November. The question of dividing California into two States was still agitated, and meetings favoring that object had been recently held at Santa Barbara and San Francisco. The advices by the last previous arrival gave us to understand that the project met with but little favor except in the southern counties of the

The accounts from the mining districts are repre-21. Wm. W. Snow. sented in our Telegraphic despatches to be of the most cheering character. The yield of the precious 22. Henry Bennett, metal, it is stated, shows rather an increase than 24. Daniel J. Jones, batement, and the estimate of the product of the 25. Thos. Y. How, jr. year is carried as high even as seventy-five millions. 26. H. S. Walbridge, On the Middle Fork the miners have done remark-27. Wm. A. Sackett ably well, and new discoveries have been made at 28. A. M. Schermerhorn the Cold Spring and Volcano diggings. All ac- 29. Jedediah Horseford, counts agree in saying that the coming season will 30. Reuben Robie, be the most profitable ever known in the annals of 31. Frederick S. Martin,

The papers continue to teem with accounts of murders, robberies, duels, &c., though in many cases the offenders are arrested and summarily punished. 34. Lorenzo Burrows Indian disturbances were of less frequent occurrence.

During the last fortnight a fair amount of busi ness had been done in the trading and commercial community, and the tone of trade generally was good. The rainy season had commenced.

The advices from Oregon are generally favorable to business and health. The year's emigrants had mostly arrived. The Cherokee, at New York, brings about two 17. Andrew Parker, and a half million dollars in gold.

18. John L. Dawson DEMOCRATIC NATIONAL CONVENTION. - The

The Richmond Times states that the programme of reform recently issued by a German Society of that city, in which the most extravagant Red Republican and Socialist principles are avowed, is not supported by the respectable German citizens of that place, who have published a card, in which they say that the society by which it was issued consists of only twenty-three members, and that its principles are utterly repudiated by the great body of Germans.

THIRTY-SECOND CONGRESS.

SENATE.

MAINE James W. Bradbury, Hannibal Hamlin NEW HAMPSHIRE John P. Hale. Moses Norris, jr. Vacancy. · VERMONT. William Upham. Solomon Foot. Pierre Soule. MASSACHUSETTS

Charles Sumner RHODE ISLAND John H. Clarke, Charles T. James. CONNECTICUT. Fruman Smith.

Arthur P. Butler,

3. C. F. Cleveland

4. O. S. Seymour.

1. John G. Floyd,

2. Obadiah Bowne,

NEW YORK

3. Emanuel B. Hart,

4. J. H. H. Hawes,

5. George Briggs,

7. A. P. Stevens.

23. Leander Babcock

32. S. G. Haven,

33. Aug. P. Hascall.

NEW JERSEY.

1. Nathan T. Stratton,

2. Charles Skelton,

3. Isaac Wildrick,

4. George H. Brown, 5. Rodman M. Price.

PENNSYLVANIA.

Thomas B. Florence,

2. Joseph R. Chandler.

3. Henry D. Moore,

4. John Robbins, jr.

7. John A. Morrison,

9. J. Glancy Jones,

10. Milo M. Dimmick.

12. Galusha A. Grow.

Thaddeus Stevens,

5. John McNair,

6. Thomas Ross,

11. H. M. Fuller,

13. James Gamble,

14. T. S. Bilinghaus,

15. Wm. H. Kurtz,

16. J. X. McLanahan,

MARYLAND. 1. Richard I. Bowie,

2. Wm. T. Hamilton 3. Edward Hammo

4. Thos. Yates Wals, h 5. Alexander Evans, 6. Joseph S. Cottman.

9. William Murray,

6. James Brooks,

8. Gilbert Dean,

John Davis,

Hamilton Fish, William H. Seward NEW JERSEY. \$10,318,031 98 Robert F. Stockton,

Jacob W. Miller. \$9,044,597 11 PENNSYLVANIA. as the total expenditure on all objects under the supervision of this Depart-

- \$8,158,817 91

The unexpended balances in the Treasury of the appropriations for the naval service, marine corps, and special objects under the control of the Navy Department, on the 30th June, 1851, was \$4,182,296.23, all of which will be required to meet outstanding obligations due or account of the objects for which these appropriations were made.

The recommendation of the chief of the Sureau of Provisions and Clothing, that a bakery be established at the navy yard in New York for the proparation of bread for the use of the navy, deserves the most favorable consideration. Under the contract system which now prevails it is impossible, by any inspection which can be adopted to

I likewise invite attention to his proposition to exempt sertain other articles of provisions from the operation of

The commandant of the marine corps, it will be ob-

With the greatest respect, your obedient servant, WILL. A. GRAHAM, Secretary of the Navy. To the PRESIDENT.

A FORTNIGHT LATER FROM CALIFORNIA. By almost simultaneous arrivals of passenger

10. Marius Schoonmaker, 11. Josiah Sutherland, 12. David L. Seymour, 13. John L. Schoolcraft, 14. John H. Boyd, Joseph Russell, 16. John Wells, 17. Alex. H. Buell, 18. Preston King, State, several of which had then appointed Delegates 19. Willard Ives, to attend a General Convention on the subject. 20. Timothy Jenkins.

The most startling intelligence from San Francisco is the report of the murder of eleven of the passengers and crew of the New York clipper ship Challenge, by the captain and mates of the vessel. This deed caused intense excitement in San Franeisco. The mates had been arrested by the authorities, but the captain made his escape. This story, no doubt, has two sides to it, and we shall probably have the whole truth when the California papers come to hand.

The British ship Dadalus, sent by the British Government to search for Sir JOHN FRANKLIN, had arrived at San Francisco. Her cruise was unsuc-

19. Joseph H. Kuhns, 20. John Allison, Georgia Legislature has rejected, by a vote of 92 to 26, a proposition to call on the People to unite in sending Delegates to the Democratic Presidential Convention to be held next year.

20. John Allison, 21. Thomas M. Howe, 22. John W. Howe, 23. Carleton B. Curtis, 24. Alfred Gilmare. 24. Alfred Gilmore.

List of Members of the Senate and House of Rep. resentatives of the Thirty-second Congress.

> ALABAMA. William R. King, Jeremiah Clemens MISSISSIPPI. Henry S. Foote. LOUISIANA Solomon U. Downs,

> > оню.

Salmon P. Chase, Benjamin Wade. KENTUCKY. Jos. R. Underwood. Henry Clay. TENNESSEE. John Bell,

James C. Jones. NEW YORK. INDIANA. Jesse D. Bright, James Whitcomb ILLINOIS. Stephen A. Douglas James Shields.

MISSOURI. Richard Brodhead, jr. David R. Atchison, James Cooper. Henry S. Geyer. DELAW ARE. ARKANSAS. Presley Spr. nance, Solon Borland, William K. Sebastian James A. Bayard MARYLAND. MICHIGAN. James A. Pearce,

Lewis Cass, Alpheus Felch. fhomas G. Pratt. VIRGINIA. FLORIDA. Stephen R. Mallory, Jackson Morton. James M. Mason, R. M. T. Hunter NORTH CAROLINA TEXAS. Sam Houston, Thomas J. Rusk. George E. Badger, Willie P. Mangum. SOUTH CAROLINA IOWA.

R. Barnwell Rhett. George W. Jones. GEORGIA. WISCONSIN. John McP. Berrien, Henry Dodge, Isaac P. Walker. William C. Dawson CALIFORNIA. William M. Gwin. Vacancy

Augustus C. Dodge

HOUSE OF REPRESENTATIVES. MAINE. DELAWARE. 1. George R. Riddle, 1. Moses McDonald, 2. John Appleton, VIRGINIA. 1. John S. Millson Robert Goodenow Charles Andrews, 2. Richard K. Meade Ephraim K. Smart, 3. Thos. H. Averett, 6. Israel Washburn, ir. 4. Thos. S. Bocock, 7. Thos. J. D. Fuller. 5. Paulus Powell, 6. John S. Caskie, NEW HAMPSHIRE.

7. Thos. H. Bayly, 8. Alex. R. Holladay . Amos Tuck. 2. Charles H. Peaslee, 3. Jared Perkins, 9. James F. Strother, 4. Harry Hibbard 10. Chas. J. Faulkner, 11. John Letcher, VERMONT. 12. H. A. Edmundson. 1. Ahiman L. Miner, William Hebard. 13. Fayette McMullen.

14. James M. H. Beale 3. James Meacham. 4. Thomas Bartlett. 15. Geo. W. Thompson MASSACHUSETTS NORTH CAROLINA. 1. William Appleton, 1. Thos. L. Clingman 2. Joseph P. Caldwell, 3. Alfred Dockery, 2. Robert Rantoul, jr. 3. James H. Duncan. 4. James T. Morehes 5. A. W. Venable, 4. Benjamin Thompson 5. Charles Allen, 6. John R. J. Daniel, 6. George T. Davis, 7. John Z. Goodrich 7. Wm. S. Ashe, 8. Horace Mann, 8. Edward Stanly,

9. David Outlaw. 9. Orin Fowler. 10. Zeno Scudder. SOUTH CAROLINA. RHODE ISLAND. 1. Daniel Wallace 1. George G. King, 2. James L. Orr, 3. Jos. A. Woodward, 2. Benj. G. Thurston. 4. John McQueen, CONNECTICUT. 1. Charles Chapman 5. Armistead Burt, 2. C. M. Ingersoll, 6. William Aiken,

7. William F. Colcoc GEORGIA. 1. Joseph W. Jackson, 2. James Johnson, 3. David J. Bailey, 4. Charles Murphy, 5. E. W. Chastain, 6. Junius Hillyer, 7. A. H. Stephens, 8. Robert Toombs. ALABAMA

John Bragg, 2. James Abercrombie 3. Sampson W. Harris, 4. William R. Smith, George S. Houston,
 W. R. W. Cobb,
 Alexander White. MISSISSIPPI.

1. D. B. Nabors, 2. John A. Wilcox, 3. J. D. Freeman, 4. Albert G. Brown. LOUISIANA. 1. Louis St. Martin. 2. J. Aristide Landry, 3. Alex. G. Penn,

4. John Moore. TENNESSEE. 1. Andrew Johnson 2. Albert G. Watkins 3. Wm. M. Churchwell . John H. Savage, 5. George W. Jones, 6. William H. Polk, Meredith P. Gentry, 8. William Cullom, 9. Isham G. Harris,

11. Chris. H. William FLORIDA. 1. Edward C. Cabell. KENTUCKY. 1. Linn Boyd, 2. Benj. Edwards Grey, 3. Presley Ewing, 4. Wm. T. Ward, 5. James W. Stone, 6. Addison White, Humphrey Marshall

10. Fred. P. Stanton,

J. C. Breckenridge, 9. John C. Mason, 10. Richard H. Stant OHIO. 1. David T. Disney, 2. Lewis D. Campbell, . Hiram Bell, 4. Benjamin Stanton, 5. Alfred P. Egerton, 6. Fred. W. Green, Nelson Barere, 8. John L. Taylor, 9. Edson B. Olds,

10. Charles Sweetser, 11. George H. Busby, 12. John Welch, 13. James M. Gaylord 14. Alexander Harper, 15. William F. Hunter, 16. John Johnson, 17. Joseph Cable, 18. David K Carter, 19. Evan Newton, 20. Joshua R. Gidding

2. Cyrus L. Dunham 3. John L. Robinson Charles Durkee, 4. Samuel W. Parker, Benj. C. Eastman 5. Thos. A. Hendricks. 3. James D. Doty. 6. Willis A. Gorman, ARKANSAS 7. John G. Davis, Robert W. Johnson. 8. Daniel Mace. TEXAS. 1. Volney E. Howard, 2. Richard Scurry. 9. Graham N. Fitch. 10. Samuel Brenton ILLINOIS. CALIFORNIA 1. William H. Bissell, 2. Willis Allen, 3. Orlando B. Ficklin,

1. E. J. Penniman

3. James I. Conger.

1. James Lockhart,

INDIANA.

2. C. E. Stuart.

1. Joseph W. McCorkle, 2. Edward C. Marshall. OREGON. 4. Richard S. Molony, 5. Wm. A. Richardson, Jos. Lane, (Delegate.) MINNESOTA. 6. Thompson Campbell, 7. Richard Yates. H. H. Sibley, (Del.) UTAH TERRITORY. J. M. Bernhisel, (Del.) IOWA. 1. Lincoln L. Clark, NEW MEXICO.
R. H. Weightman, (D.) 2. Bernhardt Henn.

John F. Darby,
 Gilchrist Porter,
 John G. Miller,

. Willard P. Hall,

WISCONSIN.

5. John S. Phelps.

The Hon. LINN BOYD, Speaker elect of the House of Representatives, having heretofore served several terms in Congress as a Representative from Kentucky, and frequently presided as Chairman of the Committee of the Whole House, is doubtless familiar with the Rules and Usages of the House, and may be presumed to be well qualified, in that respect, for the duties to which the House has called him. In politics, Mr. Boyn is of the Democratic school, and will be expected, in the appointment of Committees, &c. to carry out the principles of his party. We are not disposed to doubt, however, that

he will, upon the whole, make a good presiding officer. The Whig party of the House being in a decided minority, rendered any concert of action on their part in the elections unnecessary, as it would have been unavailing, and therefore the Members of that party east their votes for Speaker according to individual preference, nearly the whole number, however, being given to two gentlemen of eminent worth and fitness, Messrs. STANLY and CHANDLER.

THE DAY OF THANKSGIVING. What friend of his country but feels his bosom glow with unwonted pride on reading the following. spirit-stirring paragraph on the moral of the gene-

rality of the observance of the late Thanksgiving?

FROM THE NEW YORK MIRROR OF PRIDAY LAST. This Thanksgiving has suggested one reflection worthy of more than a passing consideration, to wit, that there are other than political bonds holding our great nation together. Yesterday twenty-eight of the thirty-one States of the Union joined in thanks to God; among other things, for the growth, prosperity, and unity of this Republic. Aye, we can even now hear the echo of fervent thanks for the preservation of our glorious Union, ringing over the pulpits and hearths of the North, the South, the East, and the West. Twenty-eight States have bent the knee and bowed the head on the same day, and perhaps at the same hour, and thanked God and besought him for the same blessings. Can ropes of grass and bands of iron bind a nation together like such a spirit as this? Can the multitude who pray and worship so devoutly to-day at the same altar, for a common good, arise to-morrow and smite one another and be divided? No! By this sublime scene just past, we may believe that patriotism and religion are united at the altars of Liberty, and will defend

their temple, the Union, forever. The opening of the Seaboard and Roanoke Rail-road was celebrated at Weldon, North Carolina, on Tuesday last, when, notwithstanding the inclement of the weather, there was a large turn-out of the citizens of Halifax and the adjacent counties, which, added to some four hundred passengers carried up in the train from Portsmouth, Virginia, formed quite a large company, who were entertained with a fine dinner and all the et ceteras, including Speeches from the Hon. WM. S. ASHE, R. M. SAUNDERS,

ALEXANDER McRAE, and others. The Democracy of Mississippi seem fully determined on a re-organization and vigorous prosecution of the next Presidential canvass. It is announced in the Mississippian that a Democratic State Convention will be held at Jackson on the 8th of January next, to appoint Delegates to the National Convention at Baltimore. A similar movement is in foot in Alabama, where it is proposed to hold a State Convention on the same day, and for the same

MARYLAND COURT OF APPEALS .- The Annapolis Republican says that Gov. Lowe has decided that he has authority, under the Constitution, to designate the Chief Justice of the Court of Appeals, in anticipation of the meeting of the Senate, and that he has designated Judge LEGRAND for that office. This being the case, the new Court will assemble this day, in Annapolis, for the purpose of proceed-ing to business.

THE RECENT CALAMITY AT NEW YORK .- The Coroner's Inquest in the case of the children who lost their lives last week at one of the Public Schools of New York has concluded its investigation and re-

turned the following verdict: turned the following verdict:

That their death was caused by suffocation, conjoined with external and internal injuries, produced by falling down a stairway in the Ninth Ward School Building, situate in Greenwich avenue. That said children, with others at the same time, became suddenly alarmed, at first occasioned by a slight paralysis of the principal of the female department of that school. A sudden and almost instantaneous panic, produced by the impression that the building was on fire, took possession of the entire school, causing an unusual rush of the children to escape from the building, and rendering it unavailing for the teachers by any agency or means in their power to quiet the alarm or to stay the children from their attempts to emerge from the building. The teachers of said school, and each of them, are blameless concerning the casualty, and are in no way responsible for the deaths or injuries occasioned them, are blameless concerning the casualty, and are in no way responsible for the deaths or injuries occasioned by the disaster.

HEAVY DAMAGES AGAINST A RAILROAD .- Two suits for damages against the Naugatuc Railroad Company were brought to a close last week in the Superior Court at New Haven, Connecticut. The parties were Mrs. HARRIET Law and Mrs. Burn, both of whom sustained injuries in October, 1849, by the running off the track and overturning of one of the cars of the company. The injuries of Mrs. Law were very severe. In her case the Court assessed the damages at \$8,500, and in the case of Mrs. Burr lamages were allowed to the amount of \$1,000

MURDERERS SENTENCED .- In the New York Court of)yer and Terminer on Saturday, Antoine Lopez, a native of Spain, found guilty of the murder, by stabbing, of Michael Foster, policeman, Fourth Ward, and Otto Grunzig, a native of Bavaria, found guilty of the murder, by posion, of his wife, were both sentenced to be hung.

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more copies.

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